

# Memorandum

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|-----------------|---------------------------------------------------------------------------------------------------------------------|
| <b>Date:</b>    | March 23 2020                                                                                                       |
| <b>To:</b>      | Consulting Parties (see Distribution List below)                                                                    |
| <b>From:</b>    | Alan Tabachnick, Historic Preservation Specialist<br>Surface Transportation Board, Office of Environmental Analysis |
| <b>Subject:</b> | <b>Uinta Basin Railway</b><br>National Historic Preservation Act / Section 106<br>Draft Area of Potential Effects   |

The attached map book titled Uinta Basin Railway – Cultural Resources Area of Potential Effects (Map Book) consisting of nine sheets illustrates the draft Area of Potential Effects (APE) that the Surface Transportation Board (Board) has proposed for the purposes of National Historic Preservation Act compliance for the Uinta Basin Railway.

The Board's Office of Environmental Analysis (OEA) defined this draft APE to accommodate potential physical changes to historic properties from construction and operation of the proposed railway as well as those resulting from changes to existing conditions related to noise, vibration, visual, hydrology, and geology.

OEA based the APE on project design and engineering information provided by the Seven County Infrastructure Coalition (Coalition) over a period of months through March 9, 2020. This information includes temporary and permanent disturbance associated with the three alternatives. The construction easement incorporates tunnels, communication towers, and road relocations; their locations are depicted on the Map Book. The construction easement also includes bridges, culverts, and crossings. Their locations may be depicted on a future version of the APE. The Coalition's construction easement includes a buffer to accommodate construction staging activities and maintenance access. For the purposes of the APE, the construction easement is referred to as the limits of disturbance.

The proposed communication towers along each alternative are located at some distance from the alignments such that the construction easement is non-contiguous. Construction and maintenance of the communication towers would require that personnel, vehicles, and material be transported to the communication towers via roads. The Coalition's construction easement, however, did not include the roads that would be needed to access the communication towers. In order to ensure that effects associated with that access are analyzed, OEA added logical road alignments to connect those communication towers to an existing road. These additional roads are also included in OEA's proposed APE.

OEA defines the horizontal extent of the proposed archaeological APE as contiguous with the construction easement. The construction easement footprint responds to engineering constraints and accommodates construction and operational needs. It is irregular in size and shape. In some areas it is

narrow, hugging the track alignment. In other areas, it flares out from the alignment. On average, the construction easement extends to 240' from the centerline on each side of the alignment.

OEA defines the proposed historic architecture APE to extend to 1,740' on each side of the centerline. OEA selected this APE in order to accommodate the full extent of construction easements, plus a buffer. Taking the 240' average distance from centerline, OEA extended it 1,500' to establish an overall APE of 3,480' (1,740' on each side of the centerline).

The Map Book is also available on the project website at <http://uintabasinrailwayeis.com>.

OEA welcomes your comments. Please contact Alan Tabachnick by *telephone* at 202-245-0367 or 215-370-3579; or via *email* at [alan.tabachnick@stb.gov](mailto:alan.tabachnick@stb.gov) with any questions or comments.

**Attachment:** Uinta Basin Railway – Cultural Resources Area of Potential Effects

**Distribution List:**

*Advisory Council on Historic Preservation*  
John Eddins

*BLM Price Field Office*  
Chris Conrad  
William Brant

*BLM Vernal Field Office*  
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Proposed Area of Potential Effects, Uinta Basin Railway  
March 23, 2020  
Page 3 of 3

*Public Lands Policy Coordinating Office*  
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Sindy Smith

*Seven County Infrastructure Coalition*  
Mike McKee

*State Institutional Trust Lands Administration*  
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Joel Boomgarden

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*U.S. Army Corps of Engineers, Sacramento District*  
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*U.S. Environmental Protection Agency*  
Matt Hubner

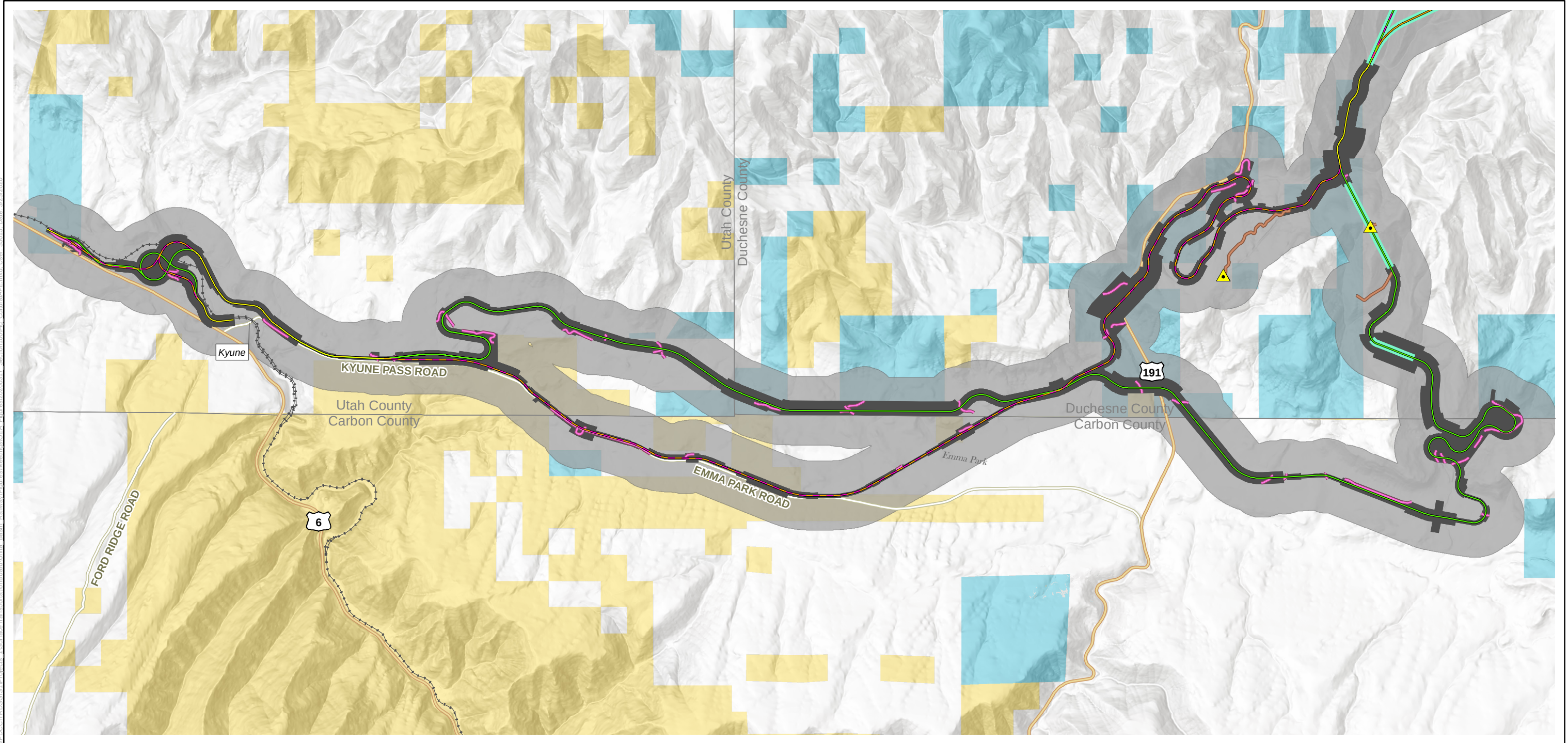
*U.S. Forest Service, Ashley National Forest, Duchesne/Roosevelt Ranger District*  
Kristy Groves  
Jeffrey Rust

*Uintah County*  
Matt Cazier  
Ross Watkins

*Utah Division of State History*  
Savanna Agardy  
Christopher Merritt

*Ute Indian Tribe of the Uintah and Ouray Reservation*  
Betsy Chapoose  
Steve Nelson  
Devin Pehrson  
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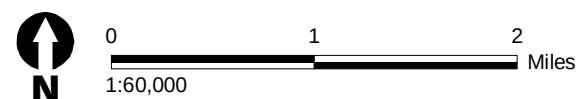
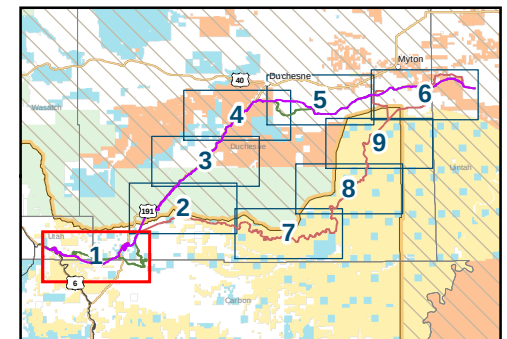


- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park
- Terminal
- Tunnel

- Communication Tower
- Road Realignment
- Access Road
- Limits of Disturbance/ Archaeological APE
- Historical Architecture APE

- Existing Rail Line
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- U.S. Hwy
- State Route
- County Road
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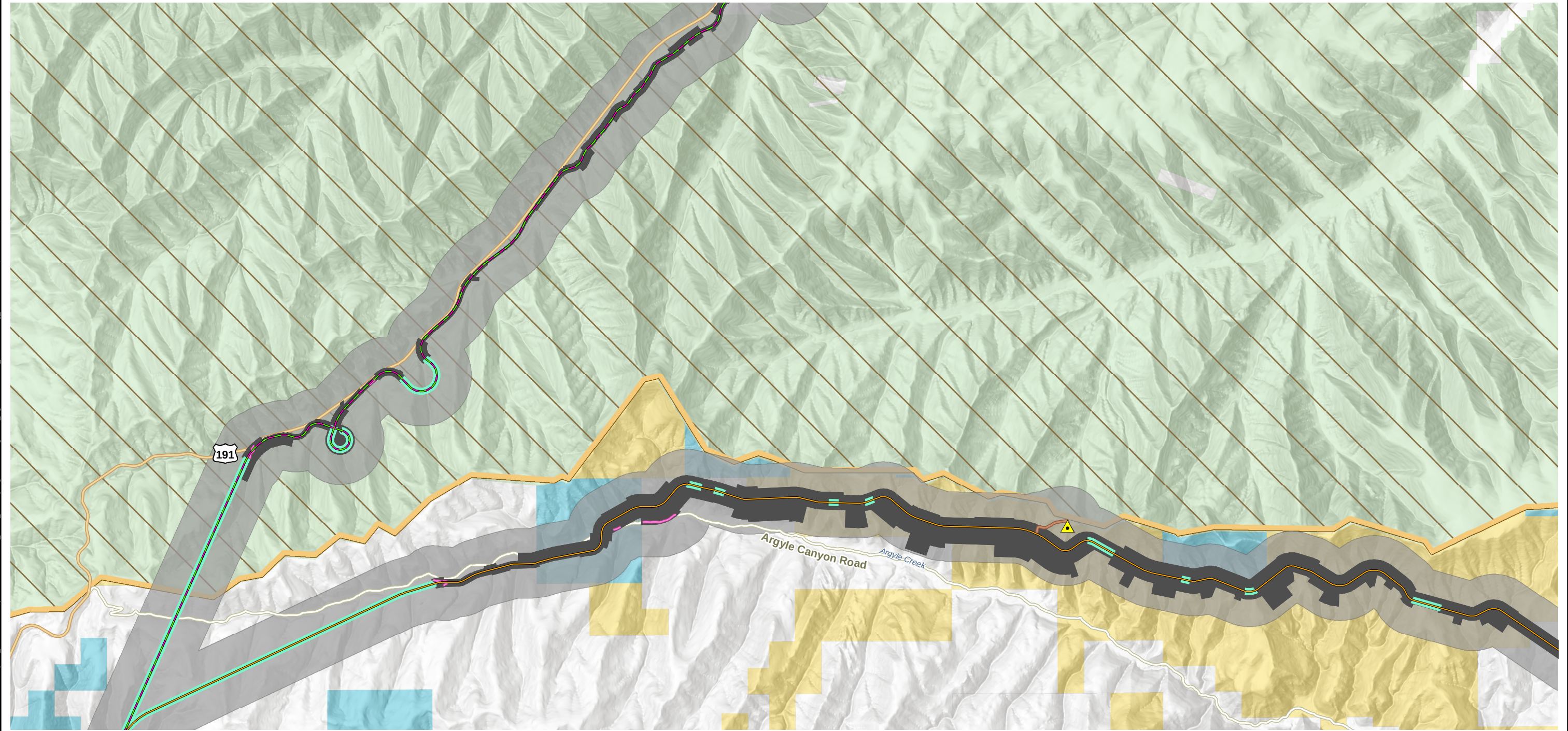
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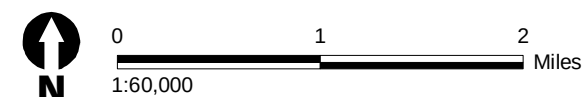
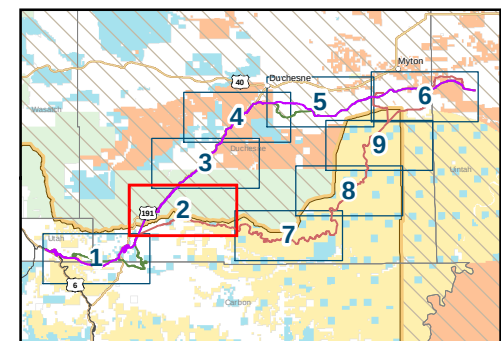
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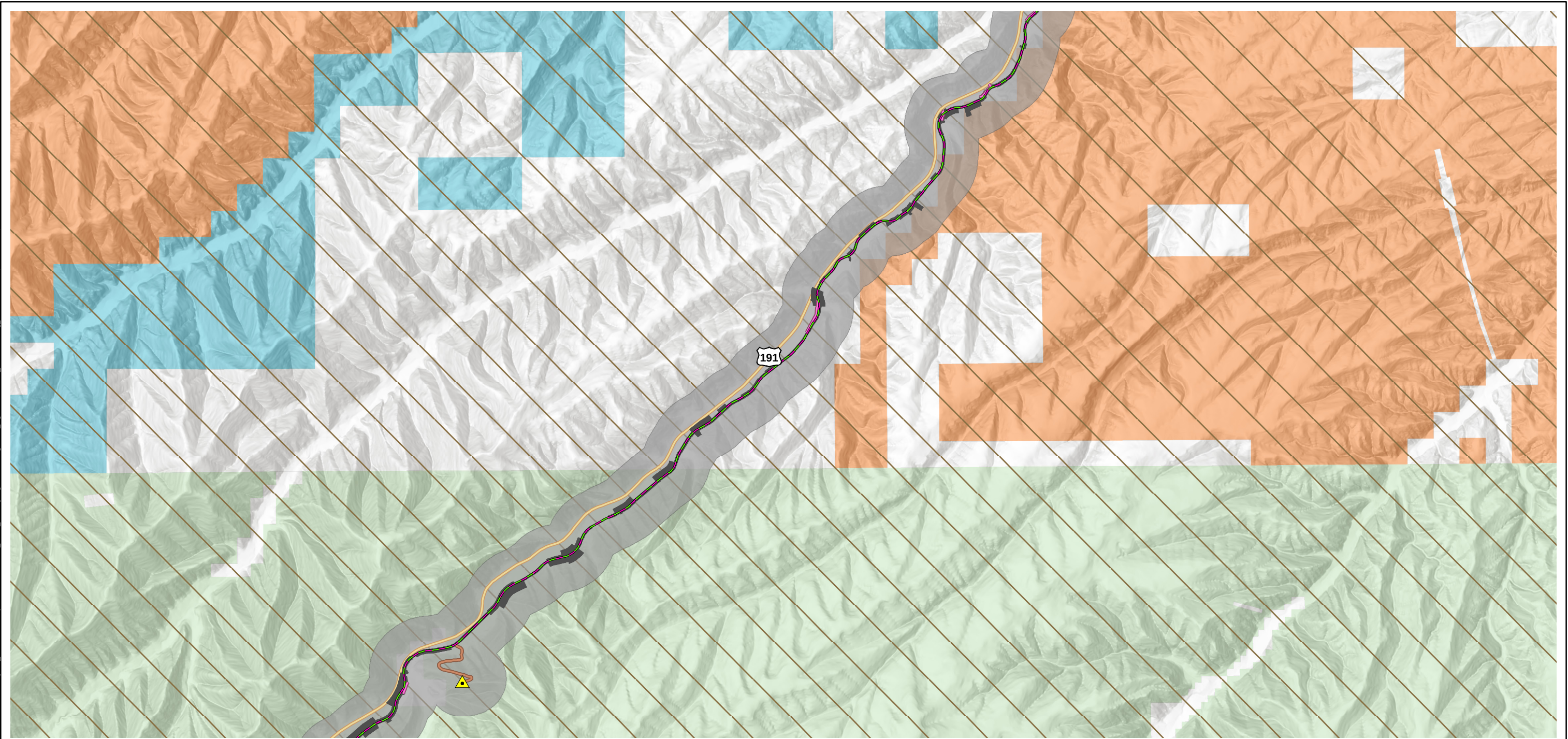
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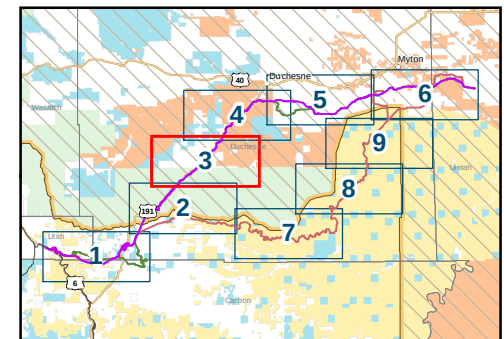


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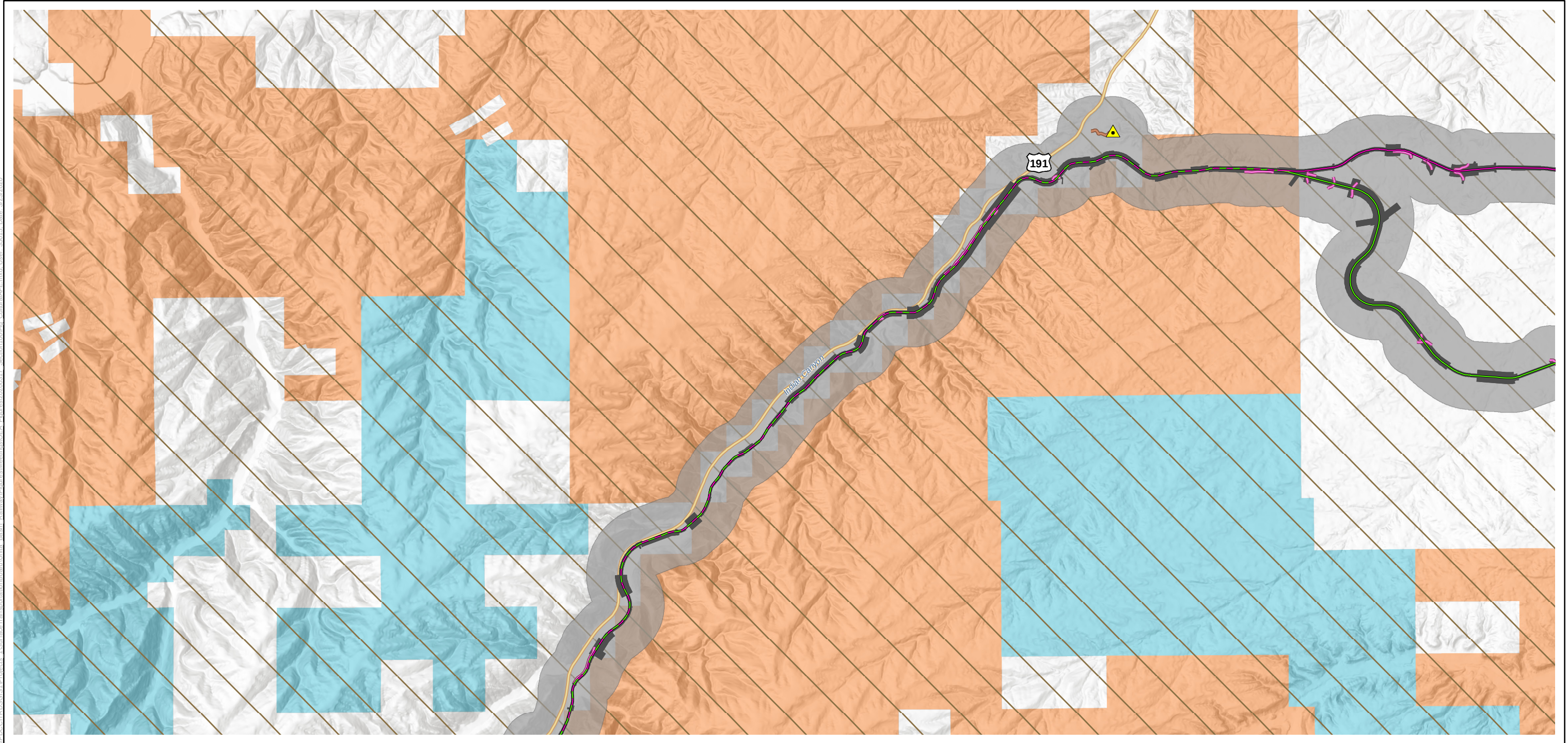
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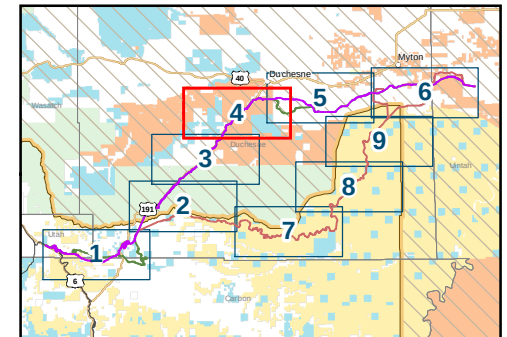
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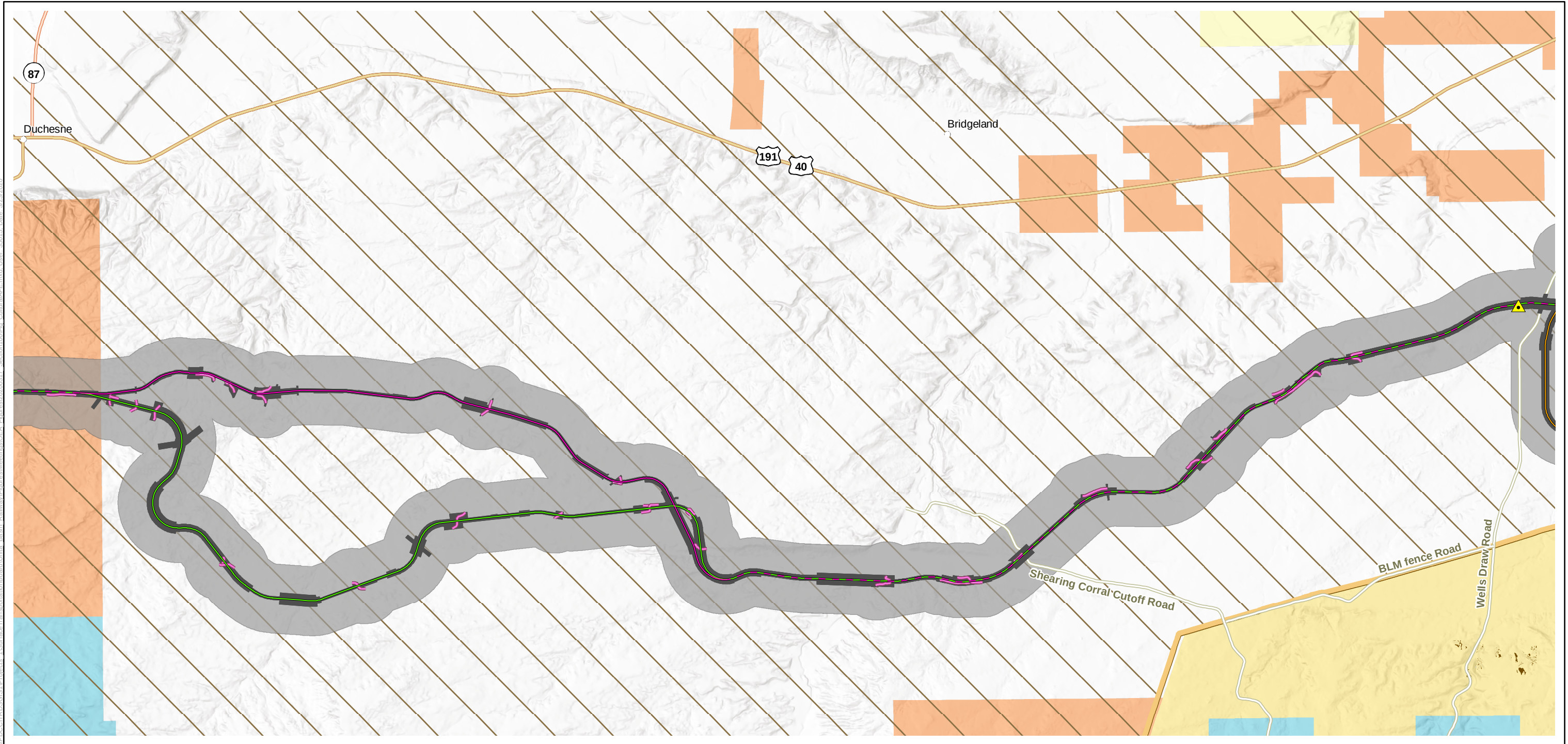


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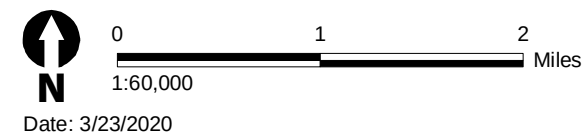
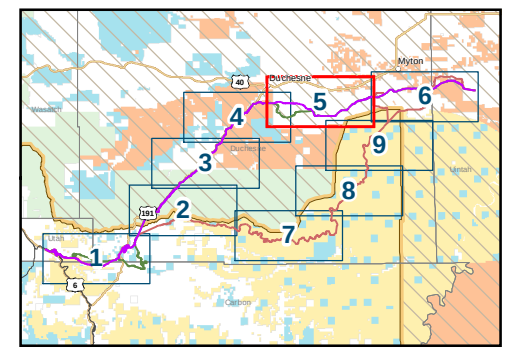
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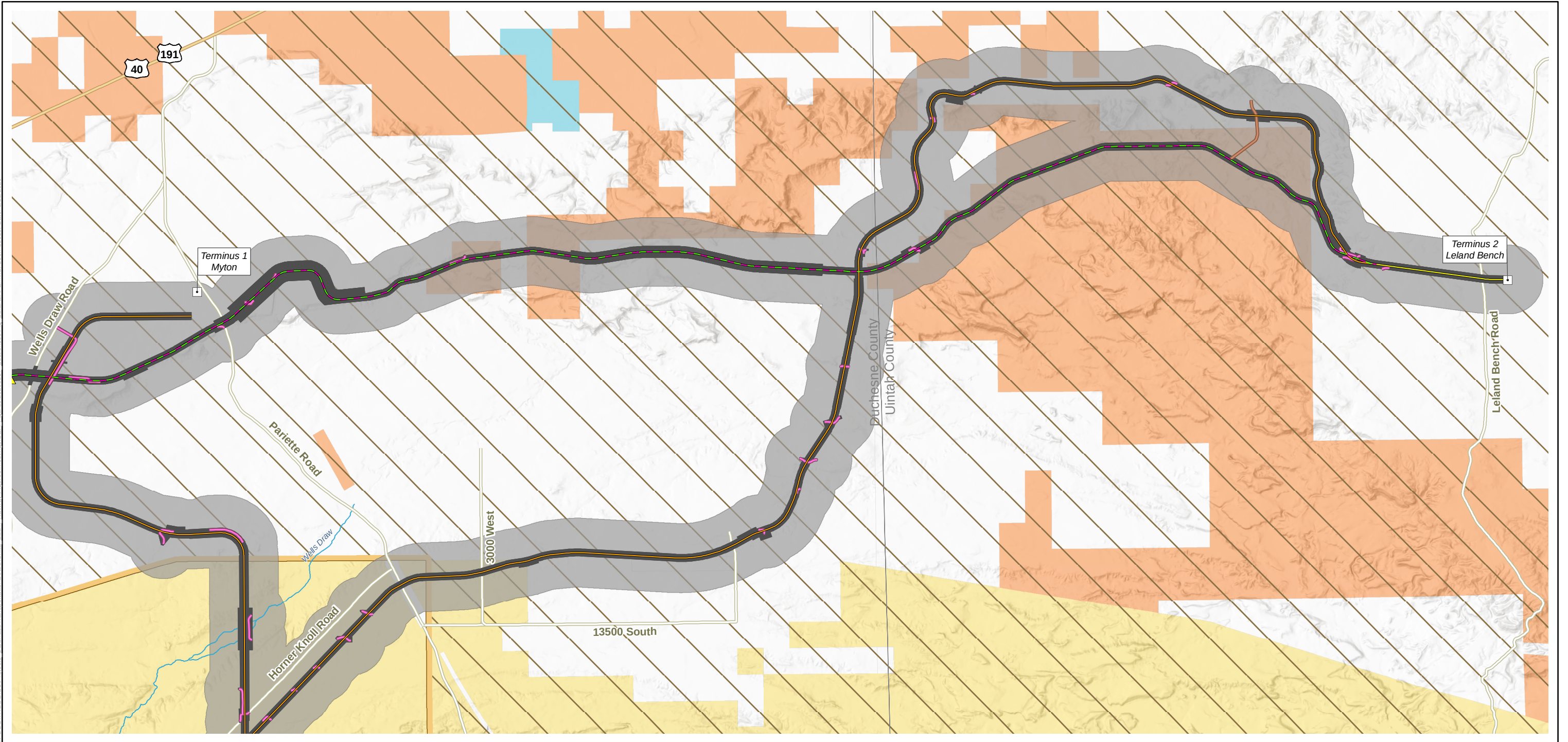
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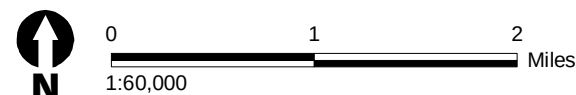
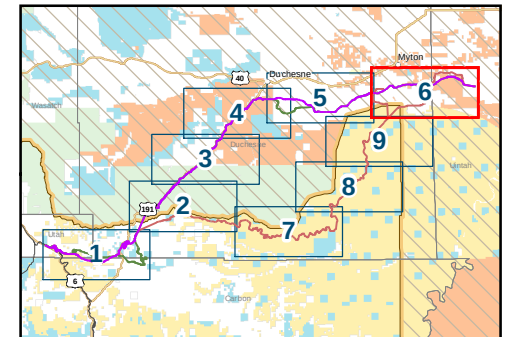
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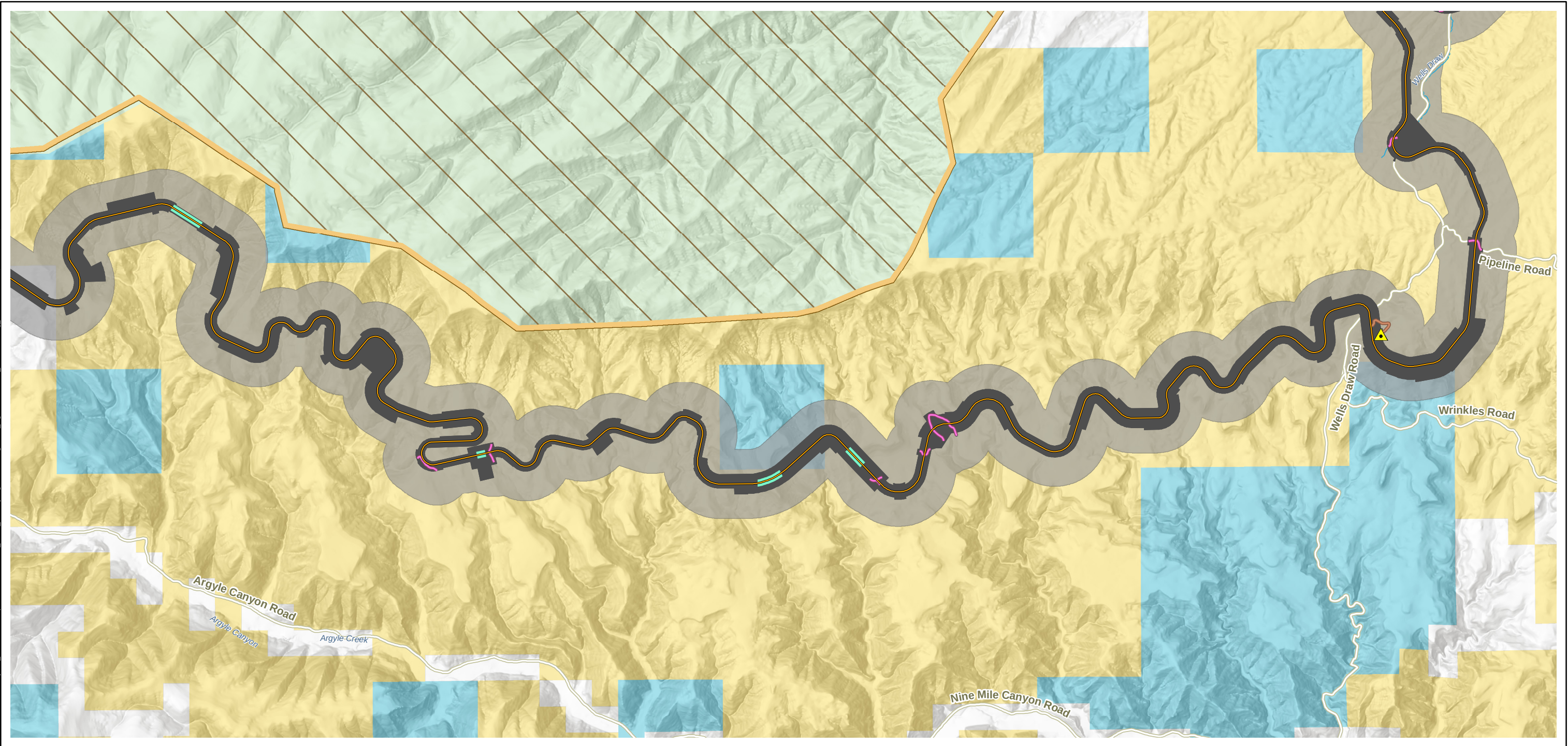
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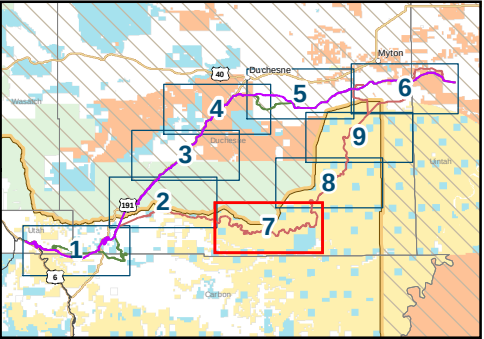


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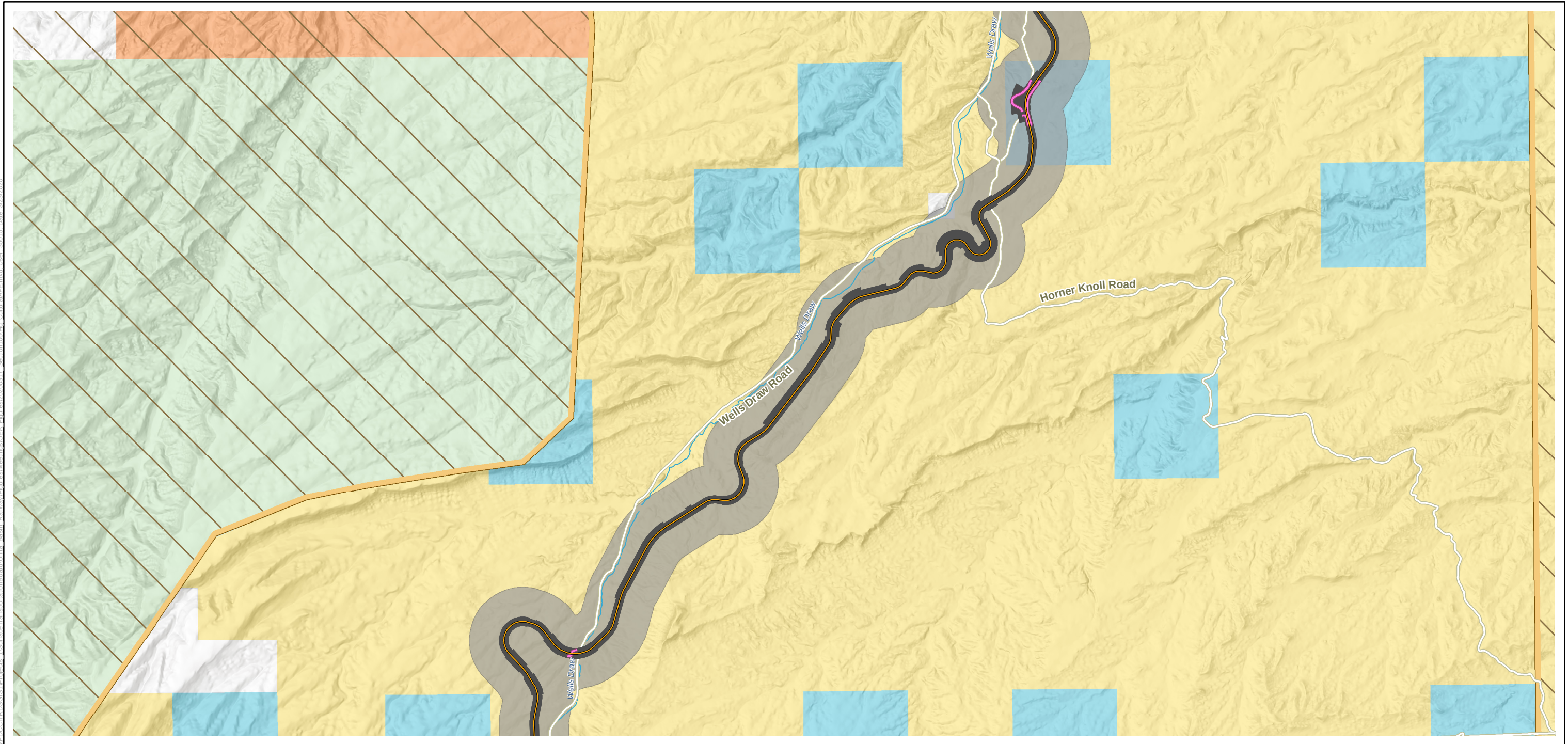
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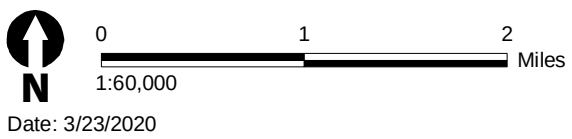
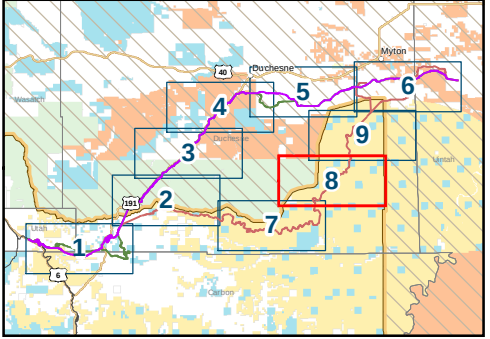
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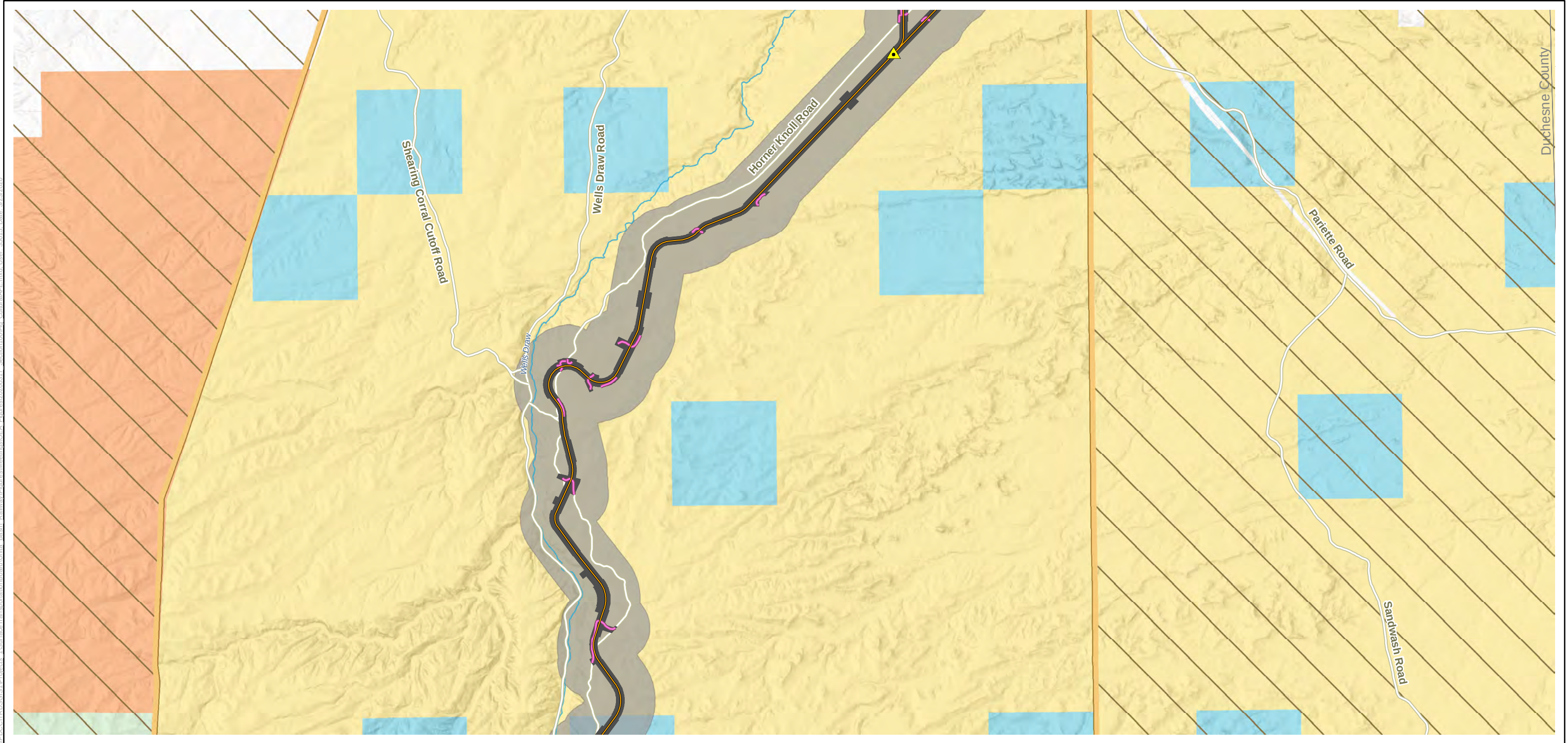
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